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S.L.O. CO. PLANNING DEPT.

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To: Airport Land Use Commission

Re: The Tribune----Flying friendly - to the ear, that is.

From: Phyllis Martinelli

We have been neighbors of the San Luis Obispo Airport for the past 27 years, and the noise and pollution have greatly increased in the last 5 years. My questions are always "Why can't something be done about the noise?" "Why can't you do something about an irresponsible pilot?" If the county is not in control, and the airport is not in control, than who is???? Who enforces the rules on a local level? Or don't we have any? Other cities enforces the noise abatement, their control towers stay open later than 8pm, and they actually close at a decent hour.

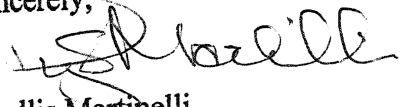
We are sitting in a valley and the noise of the airport is magnified, it bounces off the mountains. My complaints always concern the private planes and jets. They sit on the warm up pad and run up to the point that if I am outside I have to go in. We have double pane windows in the house and that does not even block the noise. Then you have the pilots that completely disregard the flight pattern. They will buzz our house daily, sometimes doing it over and over again. The helicopters are a constant noise, sometimes not letting up till late at night. It sounds like a war zone when both the helicopters are flying.

The last plane I hear is usually around 1 am and they start up again at 5:30 am. Why do we as residents have to bend for the airport and the airport is not held accountable for anything? Why do they have such priority over the home and business owners? Yes, we built by an airport, but at the time the San Luis Obispo Airport was to stay a rural airport not the next LAX. The city does not tell the residents whom complain about Cal Poly--- "Well, what did you expect, you bought by Cal Poly", or because of the sewer problem, "Well, you bought in Los Osos". Most people in our neighborhood find it frustrating to even call and complain because despite even getting the number of the plane, nothing is done about it.

The airport complaint staff always listen when you call, and it is hard to let them know how upset you really are when a peaceful day is ruined by the continuous noise of the run up pad, or an irresponsible pilot is showing off by dangerously flying low over your house. What I would really like to do is go down to the airport and let those arrogant pilots know face to face that anyone as selfish and reckless as them, should not be allowed to fly a plane!!!!!! The county needs to began thinking of the people on the ground and not in the air.....

I invite any of the members to come visit me at my home and take a listen..

Sincerely,


Phyllis Martinelli
465 Crestmont Drive
San Luis Obispo, Calif.

Aug. 21 st '05

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THE TRIBUNE SANLUISOBISPO.COM

Flying friendly – to the ear, that is

Complaints from residents living near the San Luis Obispo County Regional Airport may never cease, but an airport panel plans to look at reports of the noise grumblings for land-use planning purposes

By BOB CUDDY
THE TRIBUNE

Noise issues at the San Luis Obispo County Regional Airport will get a fresh look by the Airport Land Use Commission.

Commissioner James "Mac" Glein on Thursday asked the staff to provide the commission with information about noise complaints. He said it is a valuable tool in airport land-use planning.

Martin Pehl, assistant airport director, said the county operates within federal noise guidelines. In addition, the airport has a voluntary noise abatement guide for pilots.

Pehl says noise complaints near airports are nothing new. "They've been ongoing since the Wright brothers." He said the airport staff takes them seriously and talks with the complainants.

Sometimes, however, "there's not much we can do to help," said Carolyn Huber, airport operations supervisor. The airport recently received a petition, for example, containing a complaint about noise from some residents in a corner of the Silver City Mobile Home Lodge that is in the

Online

To read about the airport's noise abatement program, go to www.sloairport.com.

airport's flight path.

Huber said she has received 73 complaints this year, from flyovers to "run-ups," which means sitting and revving the engine. Of those, however, 46 have come from three individuals, who each have complained dozens of times over the years.

One lives at the Silver City Mobile Home Lodge. A second lives across the street from the airport and complains about helicopters. The third lives behind Vons, northeast of the airport.

They all are "extremely nice people who are extremely gracious," Huber said.

With those three removed, the number of complaints over the past five years is 224 in 2002; 96 in 2003; and 64 in 2004.

Huber said she and Pehl hope to have a report on airport noise ready for the commission by October.

Airport noise? L.A. neighbors 26-3

Nearby homes get free air conditioning

By Martin Kasindorf
USA TODAY

LOS ANGELES — For 35 years after moving to the neatly lawned 2000 block of West 99th Street, Lytell Bertrand couldn't have a conversation in his living room without shouting **LIKE THIS** every 60 seconds. Once a minute while watching TV, he'd have to jack up the volume **THIS HIGH**.

Normal life was impossible because the sky shrieked with jetliners on final approach to Los Angeles International Airport. Bertrand, 73, a retired fish wholesaler, lives 4 miles east of runway 25 Right.

Last month, contractors paid by the airport — it's LAX in airline parlance — finished installing \$28,000 soundproofing systems in Bertrand's home and almost every other house on the street. There was a block party to celebrate, and a City Council member came. Now, it's almost too quiet sometimes.

"I love the sound of rain, and now I have to go outside to hear it," Bertrand says. Last week, a neighbor couldn't hear a man blowing his horn to ask her to move a car.

Up on Bertrand's roof is his special pride: the compressor for the new central air-conditioning system. Without it, Bertrand would have to open the windows on hot days, losing the anti-noise benefits of the double-paned windows, tightly fitted acoustic doors, glass fireplace doors and extra attic insulation.

Required by law

The free home improvements aren't motivated by altruistic neighborliness. LAX is spending millions to mitigate jet noise because it's legally required to do so while operating under a variance from federal and state noise standards. Hundreds of complaint-plagued airports nationwide also are taking steps to soften neighbors' anger over noise.

Airports have been buying and razing homes in noisy areas since the 1970s. The Federal Aviation Administration in 1980 began making grants to cities for property acquisition and less drastic noise-reduction programs. In addition to providing a current \$80 million a year for residential soundproofing, the FAA has authorized cities to use part of their locally levied, \$3-a-ticket passenger departure taxes for noise reduction. Last month, President Clinton signed legislation allowing cities to increase the ticket tax to \$4.50.

The FAA authorized LAX in September to use ticket taxes to pay for air conditioning. Central air is the latest wrinkle in a \$200 million LAX residential sound-insulating project that has been going full-blast since 1997. "Airports are always looking for a way to build up compatibility with neighborhoods," LAX spokeswoman Nancy Niles says.

Air conditioning is a popular offering because many of the airport's neighbors are retirees who find it out of their price range. "We had checked on buying air conditioning a few years ago," says Ruth Strange, 65, who lives across West 99th Street from Bertrand, "and when they told us the price, we said, 'Oh, well, we'll live without it.'" She and her husband, Robert, 67, a retiree who drives a Hertz shuttle bus part time at LAX, got a \$13,000 central air and heating system from the airport's noise-proofing program. A thunderstorm rolled through a few days ago, and "I didn't hear a sound," Ruth Strange says.

Elsewhere, air conditioning is not new in airport noise control. San Jose International Airport has central air conditioning in 1,400 homes since 1985. Among other



'I didn't hear a sound': Los Angeles International Airport is soundproofing their homes. Above, Lytell Bertrand's central air conditioning unit. Across the street, Ruth Strange, right, is testing the idea.

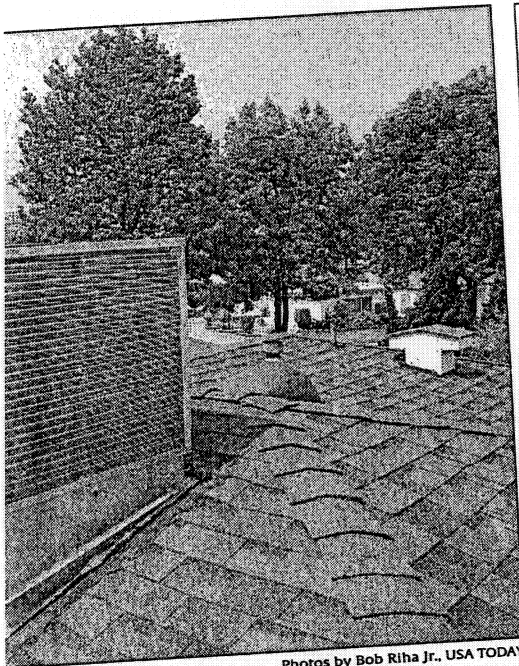
airports subsidizing the full acoustical package: Nashville; Cincinnati; Palm Beach, Fla.; and Chicago. O'Hare and Midway. St. Louis is testing the idea.

No air there

Hot climates don't always mean a homeowner gets air conditioning. Hartsfield International Airport in humid Atlanta offers insulation but not central air. Conservative Phoenix will treat a low-budget, powered "evaporative cooler" acoustically or replace a bad one but rarely pays for air conditioning. In affluent Palm Springs, Calif., "most houses already have

Neighbors are cool with it

26-4



Photos by Bob Riha Jr., USA TODAY



It helps area residents cope with jet noise by sound-conditioning lets him keep the windows shut and her husband got central air, too.

says Barry Griffith, the city's deputy aviation director.

About 9,000 houses and apartments in Los Angeles and another 8,000 in the adjacent city of Inglewood suffer 65-decibel jet noise levels, bad enough to be eligible for LAX money. But only the Inglewood properties and 1,500 Los Angeles dwellings can get air conditioning. The San Diego Freeway, just east of the seaside airport, marks the qualifying line. West of the freeway, Pacific Ocean breezes allow LAX to get by with installing air-return ventilation systems.

Heating and air-conditioning installations can be an economic boon to homeowners, cutting winter energy costs and raising property values. California state

taxing authorities have told county tax assessors not to raise the assessments of properties that get the airport noise aid.

South of the LAX runways, the city of El Segundo uses direct FAA grants to sound-deaden 200 homes but has snubbed airport money since 1991. Back then, El Segundo residents rebelled at LAX demands that they sign promises not to sue the airport over jet noise in return for the soundproofing.

Bertrand and his neighbors signed the litigation waivers and got interior noise levels cut in half as a result. "I'm very, very grateful to LAX, and to the good Lord for making them do it," Bertrand says.